2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 121

City of Newport News

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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				To: From:			26th St									
25th Street	0.53	6000	G	90%	5%	4%	0%	1%	0%	F	0.090	F	0.521	6400	G	2003
<i>→</i>				To:		WC	L Hampton									
				From:			US 60									
Warwick Blvd	1.21	14000	G	96%	1%	2%	0%	1%	0%	С	0.144	F		15000	G	2003
₽)	Combined Traffic:	26000	G	96%	1%	2%	0%	1%	0%	F	NA			27000	G	
				To: From:		-	0Th St									
Warwick Blv	d 0.59	13000	G	96%	0%	2%	1%	0%	0%	F	0.117	F		14000	G	2003
\$	Combined Traffic:	24000	G	96%	1%	2%	0%	1%	0%	F	NA			26000	G	
				To:												
60 Warwick Blvd	I 0.77	4300	G	96%	0%	2%	1%	0%	0%	С	0.175	F		4600	G	2003
60 Warwick Blvd	Combined Traffic:	11000	G	96%	1%	2%	0%	1%	0%	F	NA	'		11000	G	2000
	Combined Trainic.	11000	G	90 76 To:	1 70		25Th St	1 70	0%	Г	INA			11000	G	
				From:			US 60									
60 26th Street	1.39	2700	G	94%	2%	4%	0%	1%	0%	С	0.08	F		2900	G	2003
26th Street	Combined Traffic:	5800	G	92%	3%	4%	0%	1%	0%	F	NA	•		6100	G	2000
	Combined Trainc.	3000	G	32 /0	370			1 /0	070	•	INA			0100	O	
0011-011	0.40	4400	_	From:	00/		estnut Ave	40/	-00/	_	0.070	_		4400		0000
26th Street	0.49	1100	G	94%	3%	2%	0%	1%	0%	С	0.079	F		1100	G	2003
	Combined Traffic:	3700	G	91% To:	5%	3%	0% 25Th St	1%	0%	F	NA			3900	G	
ast	4.00	07000	_	From:	00/		lewport Ne		00/	_	0.000	_		07000	0	0000
34)	1.32	37000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		37000	G	2003
	Combined Traffic:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G	
				From:		(SR 238									
ast	2.04	38000	G	94%	0%	1%	1%	3%	0%	F	0.086	F		38000	G	2003
ast 34	2.04		G	95%	0%	1%	1%	3%	0%	F	NA			82000	G	
ast 54		81000		20,0	- 70										_	
ast 64	Combined Traffic:	81000		To			er enette b	iva		_		_	_	_		_
54		81000		From:		SR 105										
ast		45000	G	From: 94%	0%	1%	1%	3%	0%	F	0.088	F		46000	G	2003
ast	Combined Traffic:	45000	G G		0% 0%				0% 0%	F F	0.088 NA	F		46000 93000	G G	2003
ast 54	Combined Traffic: 5.03	45000		94% 93%		1% 1%	1% 1%	3% 5%				F				2003
<u>ast</u> 64	Combined Traffic: 5.03 Combined Traffic:	45000 92000	G	94% 93%	0%	1% 1% SR 143	1% 1% Jefferson	3% 5% Ave	0%	F	NA			93000	G	
East 64 East 64	Combined Traffic: 5.03	45000 92000 49000		94% 93%		1% 1%	1% 1%	3% 5%				F				2003

						City of N	ewport	News								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport New	vs			From:		CD 171 C) (D :	4 D 1	1							
East	1.81	60000	Α	94%	0%	SR 171 C	1%	nt Ka 3%	0%	С	0.088	۸		62000	۸	2003
64												A	0.544		A	2003
	Combined Traffic:	121000	Α	95%	0%	1%	1%	3%	0%	С	0.085	Α	0.514	125000	Α	
East				From:		US 17 J Cl	yde Morr	is Blvd	-							
64)	1.06	74000	G	94%	0%	1%	1%	3%	0%	F	0.083	F		75000	G	2003
04)	Combined Traffic:		G	95%	0%	1%	1%	3%	0%	F	0.077	F	0.501	149000	G	
	Combined Traine.	1-0000	Ū	To:	070		Hampto		070	•	0.077	•	0.001	140000	O	
Voot				From:			ewport N		i							
Vest	0.06	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	G	2003
64)	Combined Traffic:		G	95%	0%	1%	1%	3%	0%	F	NA	•		81000	G	2000
	Combined Trainic.	80000	G	95 /6	0 /0				0 /6		INA			01000	G	
Vest				From:		SR 143	Jefferson	Ave								
64)	1.28	41000	G	95%	0%	1%	1%	3%	0%	F	0.084	F		41000	G	2003
	Combined Traffic:	78000	G	95%	0%	1%	1%	3%	0%	F	NA			79000	G	
				To			SR 238									
Vest				From:												
64)	2.32	44000	G	95%	0%	1%	1%	3%	0%	F	0.082	F		44000	G	2003
	Combined Traffic:	81000	G	95%	0%	1%	1%	3%	0%	F	NA			82000	G	
				To- From:		SR 105 F	ort Eustis	Blvd	1							
Vest	E 00	46000	_		00/	10/	10/	60/	00/	F	0.000	_		47000	0	2002
64	5.22	46000	G	92%	0%	1%	1%	6%	0%		0.082	F		47000	G	2003
	Combined Traffic:	92000	G	93%	0%	1%	1%	5%	0%	F	NA			93000	G	
/est				From:		SR 143	Jefferson	Ave								
	1.55	58000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		59000	G	2003
64)	Combined Traffic:		G	95%	0%	1%	1%	3%	0%	F	NA	•		108000	G	
	Combined Traine.	107000	J	5570	0 70				070	'	INA			100000	O	
Vest				From:		SR 171 C	Oyster Poi	nt Rd								
64)	1.50	61000	Α	95%	0%	1%	1%	3%	0%	С	0.096	Α		63000	Α	2003
	Combined Traffic:	121000	Α	95%	0%	1%	1%	3%	0%	С	NA			125000	Α	
				To:		US 17 J Cl	vde Morr	ric Blvd								
Vest				From:								_			_	
64)	0.78	73000	G	95%	0%	1%	1%	3%	0%	F	0.078	F		74000	G	2003
	Combined Traffic:	148000	G	95 <u>%</u>	0%	1%	1%	3%	0%	F	0.077	F	0.501	149000	G	
				To:		WCI	_ Hampto	n								
_				From:		F	t Eustis									
105) Ft Eustis Blvd	0.04	34000	N	94%	1%	2%	1%	2%	0%	Ν	0.091	Ν	0.613	37000	Ν	2003
				To		1	US 60									
Ft Eustis Blvd	1.01	34000	G	94%	1%	2%	1%	2%	0%	С	0.091	F	0.613	37000	G	2003
03)				т												
Et Evetie Divis	0.00	24000		From:	40/	20/	I-64	20/			0.000		0.004	22000		2002
Ft Eustis Blvd	0.23	21000	G	95%	1%	2%	1%	2%	0%	F	0.088	F	0.621	23000	G	2003
				From:		SR 143	Jefferson	Ave	-							
05) Ft Eustis Blvd	1.26	15000	Α	95%	1%	2%	1%	2%	0%	С	0.112	Α	0.591	16000	Α	2003
				To:		NCL N	ewport N	ews								
				From:		WCI	Hampto	n	ĺ							
27th Street	0.35	9200	G	96%	1%	2%	1%	0%	0%	F	0.084	F	0.501	9800	G	2003
	Combined Traffic:	NA									NA			NA		
				To:			Par, 28th									
_				From:			Par, 27th								-	-
28th Street	0.48	3900	G	96%	1%	2%	1%	0%	0%	F	0.083	F		4200	G	2003
	Combined Traffic:	7700	G	97%	1%	2%	0%	0%	0%	F	NA			8200	G	
				To		Che	stnut Ave	÷								
28th Street	0.90	3900	G	From: 96%	1%	2%	1%	0%	0%	С	0.078	F		4100	G	2003
1-0	Combined Traffic:	6400	G	97%	1%	2%	0%	0%	0%	C	NA	-		6800	G	_,,,,
	Compiled Halle.	J-100	3	7	1 /0				J /0	J	14/3			0000	J	
104	2 = 2	00000		From:	407		Par, 27th				0.070		0.551	00000	^	0000
143) Jefferson Ave	0.53	28000	G	95%	1%	3%	1%	1%	0%	С	0.079	F	0.554	30000	G	2003
<u> </u>				To:			I-664									

						City of Newport Ne	ews								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				<u> </u>				_							
				From:		I-664									
(143) Jefferson Ave	0.41	28000	N	95%	1%	3% 1%	1%	0%	N	0.079	N	0.554	30000	N	2003
				To: From:		50th St		-							
143 Jefferson Ave	1.89	35000	G	97%	0%	2% 0%	1%	0%	F	80.0	F	0.569	37000	G	2003
				To-		US 258 Mercury Blv	vd								
				From:		Mercury Blvd									
(143) (17) Jefferson Ave	1.31	46000	G	95%	0%	2% 1%	1%	0%	С	0.081	F	0.547	49000	G	2003
\bigcirc				To		SR 152 Main St		-							
143) (17) Jefferson Ave	1.69	49000	Α	97%	0%	1% 1%	1%	0%	С	0.099	Α	0.564	53000	Α	2003
				To:			0.1								
Lofferson Ave	1 10	E0000	G	97%	00/	SR306 Harpersville I		00/	_	0.001	F	0.52	E4000	G	2002
143 [17] Jefferson Ave	1.12	50000	G	97 70 To:	0%	1% 1%	1%	0%	F	0.081	Г	0.53	54000	G	2003
				From:	I	J Clyde Morris Blvd JS 17; J Clyde Morris									
143 Jefferson Ave	1.11	51000	F	96%	1%	1% 1%	1%	0%	С	0.079	F	0.503	54000	F	2003
143 Jefferson Ave		0.000	•	0070	1,0			070	Ū	0.070	•	0.000	01000	•	2000
			_	From:		Middle Ground Bly									
(₁₄₃)Jefferson Ave	1.29	54000	G	95%	1%	1% 1%	2%	0%	С	0.083	F	0.591	57000	G	2003
<u> </u>				To: From:		SR 171 Oyster Point	Rd								
143 Jefferson Ave	0.73	51000	G	93%	1%	1% 2%	3%	0%	С	0.078	F	0.524	54000	G	2003
				To				 1							
143 Jefferson Ave	1.13	75000	G	From: 96%	0%	I-64 2% 1%	1%	0%	С	0.084	F	0.577	70000	G	2003
143 Jefferson Ave	1.13	75000	G	90%	0%	Z% 1%	170	0%	C	0.064	Г	0.577	79000	G	2003
				From:		Bland Blvd									
(₁₄₃)Jefferson Ave	0.86	54000	G	96%	0%	2% 1%	1%	0%	С	0.081	F	0.545	57000	G	2003
				To		SR 173 Denbigh Bly	/d								
143 Jefferson Ave	0.84	35000	Α	97%	0%	2% 0%	1%	0%	С	0.108	Α	0.55	37000	Α	2003
143 Jefferson Ave	0.01	00000	•	0.70	070		1 / 0	070	Ū	0.100	, ,	0.00	0,000	,,	2000
	2.12		_	From:	201	Richneck Rd	10/				_				
(143) Jefferson Ave	2.19	27000	G	97%	0%	2% 0%	1%	0%	F	0.082	F	0.583	29000	G	2003
				To: From:		SR 105 Ft Eustis Blv	vd	-							
(143) Jefferson Ave	2.55	9400	G	95%	0%	3% 1%	1%	0%	С	0.102	F	0.636	9900	G	2003
				To:		V 1, D1		1							
143 Jefferson Ave	1.12	14000	G	95%	0%	Yorktown Rd 3% 1%	1%	0%	F	0.114	F	0.822	15000	G	2003
143 Jefferson Ave	1.12	14000	G	95 76 To:	0%	James City County Li		076	F	0.114	Г	0.022	13000	G	2003
						4	ine								
			_	From:		SR 143; 28th St			_		_			_	
27th Street	0.48	3700	G	97%	1%	2% 0%	0%	0%	С	0.085	F		4000	G	2003
Combine	ed Traffic:	7700	G	97%	1%	2% 0%	0%	0%	F	NA			8200	G	
				From:		Chestnut Ave									
143)27th Street	0.90	2600	G	97%	1%	2% 0%	0%	0%	С	0.109	F		2700	G	2003
Combine	ed Traffic:	6400	G	97%	1%	2% 0%	0%	0%	С	NA			6800	G	
			_	To:		Jefferson Ave			_					_	
				From:		US 60 Warwick Blv	d	1							
(152) Main St	0.41	15000	G	97%	0%	2% 1%	1%	0%	С	0.089	F	0.525	16000	G	2003
152 Main St	0.41	13000	G	91 /0	0 70	2/0 1/0	1 /0	0 70	C	0.009		0.323	10000	G	2003
				From:	U	JS 17, SR 143 Jefferson									
(152) Main St	0.56	14000	G	98 <u>%</u>	0%	1% 1%	1%	0%	С	0.092	F	0.542	15000	G	2003
				To:		WCL Hampton									
				From:		SR 143 Jefferson Av	ve								
(171) Oyster Point Rd	0.70	48000	G	96%	0%	2% 1%	1%	0%	С	0.085	F	0.502	51000	G	2003
				To:											
Oveter Beint Dd	0.47	E4000	-	From: OG 9/-	Λ0/	121-12 Canon Blvc		00/	г	0.000	Г	0 575	E4000		2002
(171) Oyster Point Rd	0.17	51000	G	96%	0%	2% 1%	1%	0%	F	0.089	F	0.575	54000	G	2003
				To: From:		I-64		}							
(171) Victory Blvd	0.74	49000	G	96%	0%	1% 1%	1%	0%	С	0.092	F	0.636	52000	G	2003
				To:		York County Line									
				From:		Moyer Drive									
(173) Denbigh Blvd	0.53	4700	G	96%	1%	2% 0%	1%	0%	С	0.095	F	0.648	5000	G	2003
173	0.50	55	-	To:	1 /0	Catalina Drive	. 73	7,0	9	2.000	•	0.010	3000	•	_000
						Catamia Dilve							-		

						City of Newport	News								
Route	Length	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail	 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News															
173 Denbigh Blvd	0.74	12000	G	98%	0%	Catalina Dr 1% 1%	0%	0%	С	0.094	F	0.61	13000	G	2003
Denbigh Blvd	0.55	20000	G	98%	0%	Lucas Creek F	0%	0%	С	0.088	F	0.647	21000	G	2003
Denbigh Blvd	1.14	38000	G	97%	0%	US 60 Warwick 1% 1%	1%	0%	С	0.082	F	0.569	40000	G	2003
173 Denbigh Blvd	1.32	31000	G	96% To:	1%	SR 143 Jefferson 2% 0% York County L	1%	0%	С	0.095	F	0.607	33000	G	2003
				From:		US 60 Warwick	Blvd								
238 Yorktown Rd	0.94	5600	G	93%	0%	3% 1% I-64	2%	0%	С	0.093	F	0.566	5900	G	2003
238 Yorktown Rd	0.18	9100	G	96%	1%	2% 1% SR 143 Jefferson	1%	0%	F	0.095	F	0.509	10000	G	2003
238 Yorktown Rd	1.06	8800	G	95% To:	0%	1% 3% York County L	1%	0%	С	0.095	F	0.571	9900	G	2003
258 17 Mercury Blvd	0.22	27000	G	96%	0%	Isle of Wight Coun 1% 2%	ty Line 2%	0%	F	0.083	F	0.616	28000	G	2003
258 17 Mercury Blvd	0.56	40000	G	From: 95%	1%	US 60 Warwick 2% 1%	1%	0%	С	0.090	F	0.634	42000	G	2003
258 Mercury Blvd	0.29	39000	G	98% To:	0%	Jefferson Av 0% 1% WCL Hampto	1%	0%	F	0.086	F	0.587	40000	G	2003
306 Harpersville Rd	0.88	9200	G	95% To:	1%	US 60 Warwick 3% 1% JS 17, SR 143 Jeffer	Blvd 1%	0%	С	0.091	F	0.538	9800	G	2003
312 J Clyde Morris Blvd	1.11	42000	G	97% To:	0%	US 60 Warwick 1% 1% US 17; SR14	Blvd 1%	0%	С	0.083	F	0.514	44000	G	2003
351 39th Street	1.51	9700	G	96%	0%	Huntington Av	ve 1%	0%	С	0.12	F	0.727	10000	G	2003
				From:		WCL Hampto									
East 664 Combine	0.12 ed Traffic:	35000 69000	G G	93%	0% 0%	SCL Hampto 1% 1% 1% 1%	5% 5%	0% 0%	F F	0.113 0.113	F F		37000 74000	G G	2003
				To		Chestnut Av									
East 664 Combine	1.02 ed Traffic:	28000 58000	G G	93% 93%	0% 0%	1% 1% 1% 1%	5% 5%	0% 0%	F F	0.110 0.099	F F	0.664	29000 61000	G G	2003
	ou Tramo.	00000			070	35th St	070		•	0.000	·	0.001	01000	•	
664 Caretin	1.64	28000	N	93%	0%	1% 1%	5%	0%	N	0.110	N	0.004	29000	N	2003
Combine	ed Traffic:	52000	N	93%	0%	1% 1%	5%	0%	N	0.099	N	0.664	55000	N	
East				From:		Terminal Av	e								
(664)	2.84 ed Traffic:	24000 49000	G G	93% 93%	0% 0%	1% 1% 1% 1%	5% 5%	0% 0%	F F	0.129 0.101	F F	0.595	26000 53000	G G	2003
				To:		WCL Suffoll									
West (664)	0.55	35000	G	93%	0%	SCL Hampto	n 5%	0%	F	0.125	F		37000	G	2003
	ed Traffic:		G	93%	0%	1% 1%	5%	0%	F	0.113	N		74000	G	_555
				To: From:		Roanoke Aven	ue								
West 664	0.78	30000	G	93%	0%	1% 1%	5%	0%	F	0.125	F		32000	G	2003
	ed Traffic:		G	93% To:	0%	1% 1% Jefferson & 35th A	5%	0%	F	NA			61000	G	-

						City of 14	ewport N	iews								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport N	ews			-												
West				From:		Jefferson &										
664)	1.41	24000	G	93%	0%	1%	1%	5%	0%	F	0.102	F		26000	G	2003
	Combined Traffic:	52000	N	93%	0%	1%	1%	5%	0%	Ν	0.099	Ν	0.664	55000	N	
				To:		T										
Vest				From:		теп	ninal Ave									
664)	2.93	26000	G	93%	0%	1%	1%	5%	0%	F	0.108	F		28000	G	2003
	Combined Traffic:	49000	G	93%	0%	1%	1%	5%	0%	F	0.101	F	0.595	53000	G	
	Combined manie.	40000	·	To:	0 70		L Suffolk	070	070	•	0.101	•	0.000	00000	J	
				From:			ington Ave									
1) 25th Street	0.12	2400	G	92 <u>%</u>	3%	4%	0%	0%	0%	С	0.109	F	0.626	2500	G	2003
				To-		War	wick Blvd									
				From:		Hunti	ngton Ave		1							
2 26th Street	0.10	5900	G	92%	3%	4%	0%	0%	0%	F	0.17	F		6300	G	2003
2) 26th Street	0.10	5900	G	92 70 To:	370			070	070	Г	0.17	Г		0300	G	2003
				10.		War	wick Blvd									
				From:		121-700	4 28Th Str	eet								
3 27th Street	0.14	NA									NA			NA		
9				To:	121-	7013; 1SR	143-P Jeff	erson Av								
				-	121-											
				From:			Warwick B	lvd								
4 Oyster Poin	t Rd 1.04	46000	G	95%	1%	2%	1%	1%	0%	С	0.084	F	0.581	49000	G	2003
				To:		SR 143;	Jefferson A	Ave								
				From:		Weeh	ington Ave	`								
05th 0tmast	0.04	2400	_		40/				00/	_	0.000	_		2000	0	200
5) 35th Street	0.24	3400	G	95%	1%	2%	1%	1%	0%	F	0.202	F		3600	G	2003
				To:		US 6	0 Parallel									
				From:		Wash	ington Ave									
7 49th Street	0.24	2500	G	93%	3%	3%	1%	1%	0%	С	0.16	F		2600	G	2003
1) 10111 011 001	0.21		•	To:	070					Ū	0.10	•		2000	•	
				10.		Hunti	ngton Ave									
				From:		Wash	ington Ave)								
8 50th Street	0.11	1100	G	95%	3%	2%	0%	0%	0%	С	0.168	F		1200	G	2003
9				_												
$\overline{}$				From:			untington									
8) 50th Street	0.11	1100	G	95 <u>%</u>	3%	2%	0%	0%	0%	F	0.168	F		1200	G	2003
				To-	U	S 60 Parall	el, Warwi	k Blvd								
				From:		2	5Th St		1							
\ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	A 101	4400	_		20/			00/	00/	0	0.400	_	0.704	4700	0	2000
9) Washington	Ave 1.24	4400	G	94%	3%	2%	0%	0%	0%	С	0.163	F	0.734	4700	G	2003
				To:		5	0Th St									
				From:		M	oyer Rd									
10 Beechmont	Dr 1.16	4200	G	96%	1%	2%	0%	0%	0%	С	0.094	F	0.604	4500	G	2003
10) 2000			•	To:	.,,		Creek Dr	0,0		•	0.00	•	0.00		•	
				From:			Creek Ro									
	D. 0.04	0000	_		00/				00/	_	0.000	_	0.504	0000	_	0000
10) Beechmont	Dr 0.24	9300	G	98%	0%	1%	1%	0%	0%	С	0.086	F	0.581	9900	G	2003
				To:		War	wick Blvd									
				From:		Men	chville Rd									
11) Boxley Blvd	0.81	16000	G	96%	0%	3%	0%	1%	0%	С	0.094	F	0.657	17000	G	2003
TT DOXICY DIVE	0.01	10000	J	To:	0 70		Warwick B		070	O	0.004	'	0.007	17000	O	2000
				10.		US 60; V	warwick B	iva								
				From:		Thimble	Shoals B	vd								
12) Canon Blvd	1.60	14000	G	96%	0%	2%	0%	1%	0%	С	0.116	F	0.658	15000	G	2003
12)				To:		S	R 171									
				E				_								
<u> </u>				From:			Morris Bl									
13) Diligence Dr	0.44	12000	G	97 <u>%</u>	0%	2%	0%	0%	0%	С	0.095	F	0.553	13000	G	2003
				To:		Thimble	Shoals B	vd								
				From:		I 11000	Creek Ro									
14) Eastwood D	r 120	E400	c		Λ0/				00/	г	0.004	F	0 504	E400	C	2001
14) Eastwood D	r 1.36	5100	G	97%	0%	2%	1%	1%	0%	F	0.094	Г	0.584	5400	G	2003
<u> </u>				To:			lony Dr									
_				From:			lony Rd									
14) Eastwood D	r 0.44	8400	G	97%	0%	2%	1%	1%	0%	С	0.088	F	0.602	9000	G	2003
				To:		War	wick Blvd									
				E												
	2.22	F000	_	From:	001		nandy Ln	40/	00/	_	0.000	_	0.500	5000	0	0000
15) Maxwell Ln	0.62	5000	G	97% To:	0%	2%	0% wick Blvd	1%	0%	С	0.098	F	0.582	5300	G	2003

						City of Newport N	ICW2								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(;	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News				From:		DI IDI I		- 1							
16 McManus Blvd	1.04	12000	G	97%	0%	Bland Blvd 2% 0% Denbigh Blvd	1%	0%	С	0.091	F	0.587	13000	G	2003
				From:				<u> </u>							
17 Middle Ground Blvd	0.64	7600	G	95%	1%	Jefferson Ave	1%	0%	С	0.099	F	0.567	8000	G	2003
17 Middle Ground Blvd	0.04	7600	G	93 76 To:	1 70	Canon Blvd	170	0%	C	0.099	Г	0.567	0000	G	2003
				From:											
18) Moyer Rd	0.54	3500	G	97%	1%	Denbigh Blvd 2% 0%	0%	0%	С	0.111	F	0.654	3700	G	2003
18) Moyer Rd	0.54	3500	G	97 76 To:	1 70	Beechmont Dr	070	0%	C	0.111	Г	0.054	3700	G	2003
				From:				1							
19 Richneck Rd	0.96	4100	G	97%	0%	Denbigh Blvd 2% 0%	0%	0%	С	0.102	F	0.808	4400	G	2003
(19) Richneck Rd	0.90	4100	G	91 /0	0 70	270 070	0 /0	0 /6	C	0.102		0.000	4400	G	2003
<u> </u>				From:		Jefferson Ave					_				
(19) Richneck Rd	1.54	6300	G	97%	0%	2% 0%	0%	0%	F	0.095	F	0.566	6600	G	2003
				To:		York County Lin	e								
<u> </u>				From:		Mercury Blvd									
(20) River Rd	0.74	790	G	98%	0%	1% 0%	0%	0%	С	0.191	F	0.671	840	G	2003
				To:		Huntington Ave									
				From:		Country Club Ro									
21) Shoe Ln	0.78	7000	G	96%	1%	2% 1%	1%	0%	С	0.084	F	0.513	7400	G	2003
				To:		Warwick Blvd									
				From:		Jefferson Ave									
22) Thimble Shoals Blvd	0.91	13000	F	98%	1%	1% 1%	0%	0%	С	0.098	F	0.512	15000	F	2003
				To:		Pilot House Dr									
^				From:		Pilot House Rd									
(22) Thimble Shoals Blvd	0.27	NA								NA			NA		
				To:	1	US 17 J Clyde Morris	Blvd								
_				From:		Jefferson Ave									
7000) 16th Street	0.90	5700	G	96%	1%	2% 1%	1%	0%	С	0.087	F	0.52	6000	G	2003
				To		Chestnut Ave									
7000) Chesapeake Ave	1.05	2100	G	97%	0%	2% 0%	0%	0%	С	0.097	F	0.522	2200	G	2003
7000) 5.1554 500.167 1.15			_	To:	0,0	SCL Hampton	0,0			0.00.	•	0.022		•	_000
				From:				1							
7002) 23rd Street	0.22	3000	G	95%	0%	West Ave 2%	1%	0%	С	0.145	F	0.973	3200	G	2003
(7002) 23rd Street	0.22	3000	G	93 76 To:	070	US 60 Warwick Bl		0%	C	0.143	Г	0.973	3200	G	2003
				From:		US 60	vu	-							
(7002) 23Th Street	0.21	NA		<u> </u>				I		NA			NA		
(7002)				To:		US 60 Par 25TH S	T								
				From:		Huntington Ave		1							
7004) 28th Street	0.34	3700	G	95%	1%	3% 0%	0%	0%	С	0.111	F	0.658	3900	G	2003
28th Street	5.0→	0.00	-	To:	. 70	Jefferson Ave	5 /0	7,0	J	0.111	•	0.000	2300	9	_000
				From:											
24th Street	0.07	900	G		10/	Washington Ave		00/	_	0.210	F		050	C	2002
7006 34th Street	0.07	890	G	95%	1%	3% 0%	0%	0%	F	0.218	F		950	G	2003
<u> </u>				From:		US 60 Warwick Bl	vd								
7006) 34th Street	0.13	NA								NA			NA		
				To:		US 60 Par 34th S	t								
				From:		Colony Rd									
7007) Lucas Creek Rd	1.39	4300	G	96%	0%	3% 0%	1%	0%	С	0.093	F	0.529	4500	G	2003
				To:		Youngs Rd									
<u> </u>			_	From:		Denbigh Blvd			_		_			_	
7007 Lucas Creek Rd	1.13	5300	G	98%	0%	1% 1%	0%	0%	С	0.098	F	0.619	5700	G	2003
				To:		Colony Rd		l							
				From:		Washington Ave									
(7008) 39th Street	0.23	2200	G	98%	0%	1% 1%	0%	0%	F	0.161	F	0.775	2400	G	2003
				To:		Huntington Ave									
				From:		Jefferson Ave									
7010) 48th Street	0.16	3600	G	90%	2%	6% 1%	1%	0%	F	0.094	F	0.562	3800	G	2003
				To:		Madison Ave									

						City of Newport N	iews								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Newport News															
				From:		Madison Ave					_			_	
(7010) 48th Street	0.16	5200	G	90%	2%	6% 1%	1%	0%	С	0.085	F	0.558	5500	G	2003
				To: From:		Marshall Ave									
7010) 48th Street	0.59	4300	G	92%	1%	3% 2%	2%	0%	С	0.092	F	0.552	4600	G	2003
				To:		Chestnut Ave									
				From:		Briarfield Rd		1							
7011) Orcutt Ave	0.37	1700	G	95%	0%	1% 2%	1%	0%	С	0.094	F	0.572	1800	G	2003
(7011) Orcutt Ave	0.57	1700	G	33 /0	0 70	170 270	1 /0	0 70	C	0.034	'	0.572	1000	O	2003
				To: From:		Paul St									
₇₀₁₁) Orcutt Ave	0.56	2200	G	97%	0%	2% 0%	1%	0%	С	0.102	F	0.509	2300	G	2003
\bigcirc				To:		SWCLHampton	l								
				From:		Jefferson Ave									
7012) Briarfield Rd	1.17	11000	G	96%	1%	2% 1%	1%	0%	С	0.089	F	0.52	11000	G	2003
7012) Briainisia ria			•	To:	170	SWCL Hamptor		070	Ū	0.000	•	0.02	11000	Ū	2000
·				From:		121-3; 27Th Stre	et								
₇₀₁₃) Jefferson Ave	0.05	NA								NA			NA		
<u> </u>				To		US 60, 25th St									
7013) Jefferson Ave	0.55	9700	G	94%	1%	3% 0%	1%	0%	С	0.079	F	0.519	10000	G	2003
7013)				To:		16th St									
	0.00		_	From:	00/	25Th St	40/	20/	_	0.000	_	0.504	5500	_	0000
Marshall Ave	0.69	5200	G	92%	2%	3% 3%	1%	0%	С	0.082	F	0.581	5500	G	2003
				To: From:		39Th St		-							
7015) Marshall Ave	1.08	7200	G	94%	1%	4% 0%	0%	0%	С	0.096	F	0.525	7600	G	2003
<u> </u>				From:		Richard Ct					_			_	
₇₀₁₅) Marshall Ave	1.03	5600	G	97 <u>%</u>	1%	1% 1%	0%	0%	С	0.089	F	0.511	6000	G	2003
<u> </u>				To:		SWCL Hamptor	1								
				From:		16Th St									
7017) Roanoke Ave	1.21	3800	G	95%	1%	1% 1%	2%	0%	С	0.075	F	0.516	4000	G	2003
	4.40			From:	00/	I-664	00/		_	0.407		0.054	0500		0000
Roanoke Ave	1.16	2300	G	98%	0%	1% 0%	0%	0%	С	0.107	F	0.651	2500	G	2003
<u> </u>				To: From:		Briarfield Rd									
7017) Roanoke Ave	0.93	3100	G	96%	2%	1% 1%	0%	0%	С	0.1	F	0.587	3300	G	2003
,011)				To		SWCL Hamptor									
				From:											
Chapter t Ave	0.70	0400	_		40/	US 60 25Th St	00/	00/	_	0.070	_	0.504	0000	0	2002
Chestnut Ave	0.70	6400	G	94%	1%	3% 1%	0%	0%	С	0.079	F	0.501	6800	G	2003
				To: From:		39Th St		-							
7019 Chestnut Ave	0.10	10000	G	94%	1%	3% 1%	0%	0%	F	0.085	F	0.685	11000	G	2003
	4.00	0=00		From:	40/	41St Street	00/			0.004		0.504	0.100		0000
7019 Chestnut Ave	1.08	8500	G	94%	1%	3% 1%	0%	0%	F	0.084	F	0.594	9100	G	2003
<u> </u>				To: From:		Briarfield Rd		-							
7019 Chestnut Ave	0.95	8700	G	98%	0%	1% 0%	0%	0%	С	0.082	F	0.511	9300	G	2003
,019				To:		SWCL Hamptor									
				From:				<u>_</u>							
() Llama avec dilla D. I	4.00	40000	_	From:	001	Jefferson Ave	401	001	_	0.000	_	0.507	40000	_	0000
7027) Harpersville Rd	1.00	12000	G	96%	0%	2% 0%	1%	0%	F	0.099	F	0.507	13000	G	2003
				To: From:		E-W Expresswa	y								
7027) Harpersville Rd	1.77	8700	G	96%	0%	2% 0%	1%	0%	С	0.101	F	0.552	9200	G	2003
			-	To:		Saunders Rd			-						
				From:			1	! !							
040 . 5::5:	o o=			riom:		121-12; Canon Bl	vd								
Old Oyster Point Rd	0.67	NA								NA			NA		
				To:		Lochaven Drive	!								
Old Oyster Point Rd	0.64	6800	G	97%	0%	2% 0%	0%	0%	С	0.086	F	0.5	7300	G	2003
7034) Old Oyster Point Rd	0.04	5500	•	To:	J /0	Brighton Lane	U /U	J /0	J	0.000	'	0.0	, 500	5	2000
				From:		Brigton Lane									
Old Oyster Point Rd	0.18	NA				Difficil Laife				NA			NA		
7034) Old Oyster Point Rd	0.10	INA		To:	1	[]C 17: [Cl.,J- M	o Dleva	 i		INA			INA		
				.v.		US 17; J Clyde Morri	s BIVQ								

Route Length AADT OA 4TTT Bus 2Avis 3 AADS 1Trail 2Trail C Factor OK Factor AAVIDT OW Year interference of the Comment of the							,	VPOIL 140									
	Route	Length	AADT	QA	4Tire	Bus					QC	K Factor	QK		AAWDT	QW	Year
Maintensville Rd	City of Newport News									1							
Majorania Ind Majorania In	◯ Harneroville Dd	0.52	42000	_						00/	_	0.004	г	0.502	14000	0	2002
Saunders Rd	Harpersville Rd	0.53	13000	G	98%	0%	0%	1%	0%	0%	C	0.084	Г	0.503	14000	G	2003
NVCL Harspus	<u> </u>												_				
Blount Point Rd	(7034) Saunders Rd	0.76	13000	G		0%			1%	0%	С	0.093	F	0.577	14000	G	2003
Disput Point Rd																	
Makision Are Neeth Makisio	O Diamet Daire Dai	0.00	0500	_		40/			40/	00/	_	0.000	_	0.500	0000	0	0000
Mathem Bird Mathem Development Mathem Develop	7036) Blount Point Rd	0.68	2500	G		1%				0%	C	0.092	F	0.536	2600	G	2003
Fliden Blvd 0.85 9100 G 989% 0% 1% 1% 0% 0% C 0.09 F 0.500 9700 G 2003																	
Warreck River Nemeron Lance Creek Rd 1.09 5700 G 59% 17% 3% 0% 17% 0% C 0.096 F 0.586 6100 G 2003	7036) Hiden Blvd	0.85	9100	G	98%	0%				0%	С	0.09	F	0.500	9700	G	2003
Deep Creek Rd	7000)																
Deep Creek Rd					From:		Normai	ndy I n									
Warveick Bird Henrick Rd	Deep Creek Rd	1 09	5700	G	95%	1%			1%	0%	С	0.096	F	0.586	6100	G	2003
Colony Rd	7036) 2000 0.001111					.,,			. , 0	7,0		0.000	•	0.000	0.00	•	
Colony Rd					From:												
Lies Creck Rd	Colony Rd	0.50	2200	G		1%			1%	0%	C	n nga	F	0.567	2300	G	2003
Colony Rd	7040) Colorly Rd	0.50	2200	G	34 /0	1 /0			1 /0	0 70	C	0.034	'	0.507	2300	G	2003
100 100	0-1- 51	4	F000			401			001			0.465		0.500	0000		0000
Denhigh Blvd	Colony Rd	1.52	5900	G	_	1%				υ%	C	0.102	F	0.583	6200	G	2003
Old Denbigh Blvd									1	J							
1,42 16000 G	O										_		_			_	
No. Country Link 1.42 16000 G 1.44 1.45	Old Denbigh Blvd	0.61	8600	G		1%			1%	0%	С	0.096	F	0.612	9100	G	2003
Bland Blvd					To-		York Cou	unty Line		ļ							
McMams Bivd Rounoke Ave	<u> </u>				From:		US 60; Wa	rwick Blv	d								
South Street South Sou	7104) Bland Blvd	1.42	16000	G								0.091	F	0.527	17000	G	2003
35th Street 2000 G 95% 1% 3% 0% 0% 0% 0 00					To:		McMan	us Blvd									
Total Chestmat Ave					From:		Roanol	ke Ave									
Total Network Total Networ	35th Street		2000	G	95%	1%	3%	0%	0%	0%	С	0.077	F		2200	G	2003
Test					To:		Orcut	t Ave									
New Market Dr New Market Dr Stant Dr New Market Dr Stant Dr New Market Dr New Ma					From:		Chestn	ut Ave									
Arline Dr	79th Street		2400	G								0.089	F		2600	G	2003
Arline Dr 100 G					To:		New Ma	arket Dr									
Arline Dr 100 G					From:		Gran	nt Dr		1							
Atkins Ln	Arline Dr		100	G								0.114	F		100	G	2003
Atkins Ln 430 G 100 Oyster Point Rd Deep Creek Barclay Rd 2000 G 100 Steffi Pl From: Henry Clay Rd Beech Dr 6100 G To Teakwood Dr From: Burns Ave Bruton Ave 2300 G 100 Courtney Ave From: SWCL Hampton From: SWCL Hampton To SWCL					To:		Lakesh	ore Dr									
Atkins Ln					From:		Fawi	n Ln		I							
Barclay Rd 2000 G Deep Creek Deep	Atkins Ln		430	G	<u> </u>		14111					0.096	F		460	G	2003
Barclay Rd 2000 G					To:		Ovster P	Point Rd									
Barclay Rd 2000 G Steffi Pl					From:					1							
Steffi Pl Henry Clay Rd D.103 F 6500 G 2003	Barclay Rd		2000	G	<u> </u>		Веср (CICCK				0.09	F		2100	G	2003
Beech Dr	Darciay Na		2000	·	To:		Steff	fi Pl				0.00			2100	O	2000
Beech Dr					Erom:												
Bruton Ave 2300 G Burns Ave 0.093 F 0.71 2400 G 2003	Pooch Dr		6400	G	r tom.		Henry C	Jay Rd				0.402	_		6500	C	2002
Bruton Ave 2300 G	DEECH DI		0100	G	То:		Taakuu	ood Dr				0.103	Г		0000	G	∠003
Bruton Ave 2300 G																	
Courtney Ave S800 G SWCL Hampton Swann Ave	D 4 4			_	From:		Burns	s Ave				0.000	_	0.74	0.400	0	0000
Buxton Ave 5800 G 2003 Tr SWCL Hampton Center Ave 670 G 100	Bruton Ave		2300	G	To:		a .	A				0.093	F	0.71	2400	G	2003
Buxton Ave 5800 G										J							
SWCL Hampton Swann Ave O.103 F 0.601 710 G 2003		·		_	From:		25th	h St					_			_	
Center Ave 670 G Swann Ave	Buxton Ave		5800	G								0.077	F		6200	G	2003
Center Ave 670 G 0.103 F 0.601 710 G 2003 To: US 17; Jefferson Ave Olive Dr Chatsworth Dr 1800 G 0.089 F 1900 G 2003					To-		SWCL F	Hampton									
To: US 17; Jefferson Ave Chatsworth Dr 1800 G Olive Dr 0.089 F 1900 G 2003					From:		Swann	n Ave									
Chatsworth Dr 1800 G Olive Dr 0.089 F 1900 G 2003	Center Ave		670	G								0.103	F	0.601	710	G	2003
Chatsworth Dr 1800 G 0.089 F 1900 G 2003					To:		US 17; Jeff	ferson Ave	2								
Chatsworth Dr 1800 G 0.089 F 1900 G 2003					From:		Olive	e Dr									
	Chatsworth Dr		1800	G	<u> </u>							0.089	F		1900	G	2003
					To:		Eubar	nk Cir									

					City of Newport News								
Route	Length AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		OC	K Factor	QK	Dir Factor	AAWDT	QW	Year
tv of Newport News			From:		T 1 1 D								
Dresden Dr	3700	G	FIOIII.		Tanbark Dr			0.119	F		3900	G	2003
Diesden Di	3700	G	To:		Almond Dr			0.113	'		3300	J	2000
			From:		Shellby Dr								
Etna Dr	NA				Shellby Di			NA			NA		
			To:		Beechment Dr								
			From:		Denbigh Blvd								
Garrow Rd	NA							NA			NA		
			To:		Virginia Dr								
			From:		W. Carolyn Rd								
Glendale Rd	800	G						0.101	F		850	G	2003
			To:		E. Carolyn Rd								
			From:		Tabbs Ln								
Gwynn Cir	NA		To:					NA			NA		
					Fischer Dr								
Hamantan Ava	4700	•	From:		Roanoke St			0.000	_		4000	0	2000
Hampton Ave	1700	G	To:		Orcutt Ave			0.083	F		1800	G	2003
			F										
King wood Dr	420	G	FISH		Crestwood Dr			0.101	F		440	G	2003
King wood Di	420	G	To:		Ross Dr			0.101	'		440	J	2000
			From:		Warren Dr								
Lakeshore Dr	1900	G			waren Di			0.087	F		2100	G	2003
			To:		Sandra Dr								
			From:		Bayberry Dr								
Louise Dr	3000	G						0.092	F		3200	G	2003
			To-		Cloverleaf La								
			From:		48th St								
Madison Ave	1700	G						0.084	F		1800	G	2003
			To: From:		49th ST								
Madison Ave	2900	G	FIOIII.		Hampton Ave			0.085	F		3100	G	2003
Madison Ave	2300	G	To:		21St Street			0.003	'		3100	J	2000
			From:		30Th Street								
Madison Ave	2100	G						0.087	F		2200	G	2003
			To:		31St Street								
			From:		Walnut Grove		_					_	
Madison Ln	2800	G	100%	0%	0% 0% 0%	0%	С	0.099	F		3100	G	2003
			To:		Crittenden St								
Main Ot	4500	•	From:	00/	River Rd	00/	_	0.00	_		4000	_	0000
Main St	1500	G	98% To:	0%	1% 1% 0%	0%	С	0.08	F		1600	G	2003
					Palen Ave								
Menchville Rd	5600	G	From:		Ronald Dr			NA			5800	G	2003
Menciville Ru	5000	G	To:		Bernard Dr			INA			3600	G	2003
			From:		Nicewood Dr								
Menchville Rd	11000	G						0.092	F		12000	G	2003
			To:		Youngs Rd								
			From:		Lakeside Dr								
Museum Drive	NA							NA			NA		
			To:		US 60 Warwick Blvd								
			From:		Anderson Cir								
N. Madison La	2800	G	_					0.105	F	0.562	3000	G	2003
			To:		Cameron Dr								
			From:		30th St								
Oak Ave	1300	G	To		31st St	-		0.085	F		1400	G	2003

					City of Newport N									
Route	Length AADT	QA	4Tire	Bus	Tru			QC	K	QK	Dir	AAWDT	QW	Year
	Ü	•			2Axle 3+Axle	1Trail	2Trail	-	Factor	•	Factor			
tv of Newbort News			From:		Hampton Ave									
Oak Ave	1900	G			•				0.080	F		2000	G	2003
			To:		31st St									
			From:		Warwick Blvd									
Old Courthouse Way	7200	G	_						0.095	F	0.558	7600	G	2003
			To:		Hustings La									
		_	From:		30Th Street					_		4000	_	
Orcutt Ave	1200	G	To:		2154 54				0.075	F		1300	G	2003
					31St Street									
Oriona Pd	10000	G	From:		Warwick Blvd				0.082	F		11000	G	200
Oriana Rd	10000	G	To:		Denbigh Blvd				0.062	Г		11000	G	200
			From:											
Ridgewood Pkwy	3400	G			Denbigh Blvd				0.098	F		3600	G	200
raagewood i kwy	3-00	J	To:		Balthorpe Rd		1		0.000	•		3000	O	200
			From:		Warwick Blvd		1							
Snidow Blvd	5100	G	99%	0%	1% 0%	0%	0%	С	0.081	F	0.606	5500	G	200
Cindow Biva	0.00		To:	070	Barron Dr	070	070	Ū	0.001	•	0.000	0000	Ŭ	
			From:		Denbigh Blvd		1							
Spaulding Dr	NA		<u> </u>		Denoigh Biva				NA			NA		
- P			To		Keswick Cir		1							
			From:		Marvin Dr									
Stanley Dr	1200	G			111111111111111111111111111111111111111				0.096	F		1300	G	200
,			To:		Mckinley Dr									
			From:		Wendfield Cir									
Traverse Rd	1800	G							0.121	F		1900	G	200
			To:		Bayberry Dr									
			From:		Warwick Blvd									
W Lucas Creek Rd	2700	G							0.100	F		2900	G	200
			To:		Hughes St									
			From:		Lakeshore Dr									
Warren Dr	NA								NA			NA		
			To:		Linda Dr									
			From:		Mac Neil Dr									
Wells Rd	170	G							0.108	F	0.6	190	G	200
			To:		Deep Spring Di	•								
		_	From:		Hampton Ave				0.000	_		0000	_	-
Wickham Ave	3400	G	To:		21 . 6.				0.080	F		3600	G	200
			From:		21st St 30th Street									
Wickham Ave	2100	G							0.079	F		2200	G	200
	·		To:		31St Street									
			From:		Hemlock Rd	-								
Willow Dr	2300	G							0.093	F		2400	G	200
			To:		Latham Dr									
		·	From:		Richneck Rd									· · ·
Woodside Ln	2700	G	99%	0%	0% 0%	0%	0%	С	0.093	F		2900	G	200
			To:		Aspen Dr									
\/\aads:d= =	0400	_	From:		Jouett Dr				0.404	_		0500	^	000
Woodside Ln	6100	G	To:		Doublet DI I				0.101	F		6500	G	2003
			10.		Denbigh Blvd									